

To date, extensive development has not occurred in far south San Antonio; a great opportunity now exists to plan a sustainable pattern of unified development that promotes the environment, preserves the culture and decreases flooding and traffic congestion.

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Key Community Issues

Goals & Objectives

Prototype Development Patterns

Land Use District Standards

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Beyond the use of specific zoning districts that provide meaningful organization to land use, the implementation of design standards in all zoning districts can provide an identity for geographic areas in the context of the broader landscape. Local identity and perception, enhanced through neighborhood-based design standards, can offer a significant contribution to the spatial relationships and physical attributes of structures, building complexes, street patterns and open space.

Design standards can offer a more predictable course of development, and be used to protect distinctive architecture or natural features, stabilize property values, or deter incompatible development. The Prototypical Development Patterns on page 67 illustrate how design standards can shape the urban form.

The use of objective design standards can eliminate the necessity of a subjective Commission design review for each project, and provide an efficient means of review during the building permit application process. However, the use of a Commission design review process may be appropriate for those projects that are of a scale or significance that will have considerable impact on the landscape.

Key Community Issues

The Town Center

Locate larger town centers at major intersections

The Neighborhood Center

*Neighborhood centers with schools, commercial shopping,
and personal services*

*Community centers with public services such as libraries,
medical facilities, and health and safety services*

The Neighborhood

Traditional neighborhood development

Sidewalks

Public art

Housing

Diverse, quality housing

Discourage manufactured housing, encourage high-end housing

Connectivity

Neighborhood connectivity

Street connectivity

Connectivity between housing and schools

GOALS and OBJECTIVES

Develop sustainable, compact neighborhoods and centralized commercial areas that promote a sense of community, reflect the character of the region, integrate the environment, are economically mixed, and are pedestrian and transit friendly

- Provide permanently protected agricultural greenbelts, wildlife corridors, or buffered waterways to clearly define edges to each community.
- Provide mixed-use neighborhood centers consisting of residences, retail, small office, and neighborhood services that are accessible by walking, biking or driving from nearby housing.
- Provide a wide variety of quality housing types, sizes, and price ranges in close proximity to one another, including the possibility of mixing them on the same street.
- Locate civic and public buildings and public spaces at prominent sites within the neighborhood.
- Locate an ample number of conveniently located public squares, greens and parks to encourage frequent use.
- Integrate the natural environment with the urban environment by including greenbelts, parks and trails to provide green connectivity between neighborhoods, schools, institutions and regional centers.

Integrate regional town centers that include commercial, retail, office and institutional uses into the fabric of the community.

- Cluster high intensity commercial in regional centers to reduce unsightly “strip development.”
- Provide sufficient density to support frequent mass transit service at major office/commercial/institutional/residential nodes.

Ensure a pleasant environment by providing street enhancements, plentiful landscaping, unobtrusive signage, ample pleasant lighting, enhanced transit stops, wide sidewalks and safe bicycle lanes.

- Design and coordinate a public enhancements system that respects the character of south San Antonio and encourages art to be incorporated in public spaces.
- Create interconnected, attractive neighborhood streets that have wide sidewalks with tree-lined planting strips.
- Create design guidelines for development that promotes safety and a quality pedestrian environment, addressing such things as front porches, recessed garages, limited curb cuts, building setback, etc.
- Integrate accommodations for future transit options in public and civic spaces.
- Incorporate landscaping as an integral priority in every level of design.
- Respect the natural environment through the use of minimal, low scale and mass signage for all roadway types, and an integrated, hierarchical lighting system.

Land Use District Standards

Although specific Neighborhood Plans would analyze smaller planning areas and specifically identify design standards that would be appropriate, a general listing of design standard categories for each of the land use classifications include the following:

Heavy Industrial:

This district provides for the most intense of all uses and it is desired to provide separation from all residential uses. Noise pollution is an important concern. Access to industrial sites is generally limited to employees and/or other industrial site operations. The necessity for visibility and identification is minimal. The amount of impervious cover will be significant, although buffer requirements may offer some visual and drainage relief. Specific design standards that address the concerns of protecting a rural environment against heavy industrial uses include:



- **Off-Street loading**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**

Agricultural and Light Industrial

This district provides for a slightly less intense industrial use and for agricultural uses, including those commercial uses that support agriculture. Specific design standards that address the concerns of maintaining an existing rural, agriculturally based landscape include:



- **Off-Street loading and parking**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**
- **Impervious cover limits**

Resource Protection/Open Space

As a district that reflects the “essence” of south San Antonio desired character, and includes some of the most highly valued natural resources, design standards that address the protection and promotion of these resources are invaluable. Specific design standards that address the issue of maintaining natural open space include:



- **Trash collection**
- **Lighting**
- **Sign standards**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**
- **Impervious cover limits**
- **Tree canopy**
- **Landscaping**
- **Walkways**
- **Vehicular driveways**

Additional standards that would address public structures located within in the district include:

- **Building massing**
- **Building materials**
- **Roof pitch**
- **Setbacks**

Rural Living

The Rural Living district reflects the predominant existing residential character – vast expanses of open landscape, dotted by residential structures. Commercial uses that support residential development are also identified in this district. Specific design standards that address the issue of maintaining natural open space include:



- **Off-Street loading and parking**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Curb cut requirements**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**
- **Impervious cover limits**
- **Tree canopy**
- **Landscaping**
- **Walkways**



Additional standards that would address residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Roof pitch**
- **Setbacks**



Additional standards that would address non-residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Roof pitch**
- **Setbacks**
- **Facade transparency ratio (solid:void)**

Urban Living

The Urban Living district contains those uses that have the most concentrated densities of residential and commercial uses, including use patterns such as Traditional Neighborhood Development, Transit Oriented Development and the Town Center. This category contains prominent civic uses and public spaces that are connected with residential and commercial uses through bicycle and pedestrian linkages. Design standards in this district are the most critical in terms of providing a comfortable pedestrian environment, that is conveniently accessible to all civic activities. Specific design standards that address the issue of maintaining natural open space include:

- **Off-Street loading and parking**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Curb cut requirements**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Impervious cover limits**
- **Tree canopy**
- **Landscaping**
- **Walkways**



Additional standards that would address residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Building height**
- **Roof pitch**
- **Setbacks**
- **Driveway width**
- **Garage location**
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Additional standards that would address non-residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Building height**
- **Roof pitch**
- **Setbacks**
- **Facade transparency ratio (solid:void)**



In addition to the land use districts that outline urban design standards, there are right-of-way standards that are critical in defining the visual context of our roadway system hierarchy. Those standards would address:



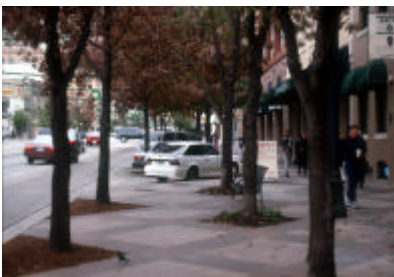
Freeways

- Signage & wayfinding systems
- Storm water management
- Lighting
- Landscape nodes
- Public art



Super Arterials

- Signage & wayfinding systems
- Storm water management
- Lighting
- Landscape nodes
- Public art



Primary Arterials

- Signage & wayfinding systems
- Utility management
- Storm water management
- Lighting
- Landscape nodes
- Public art



Secondary Arterials

- Signage
- Utility management
- Crosswalks
- Public amenities (bus stops, newsstands, public art, etc.)
- Storm water management
- Street trees

Primary and Secondary Arterials - Type B

- Signage
- Utility management
- Crosswalks
- Public amenities (bus stops, newsstands, public art, etc.)
- Storm water management
- Street trees
- Bicycle lanes



Collectors

- Signage
- Utility management
- Crosswalks
- Public amenities (bus stops, newsstands, public art, etc.)
- Street trees
- Bicycle lanes/routes

Local Streets

- Sidewalk widths
- Greenway location
- Utility management
- Vehicle/bicycle lane configuration
- Public amenities (bus stops, public art, etc.)
- Street trees
- Bicycle lanes/routes